

UNITED STATES DEPARTMENT OF TRANSPORTATION



Legal: MARIA ISABEL MENDIVIL VELARDE
Operating (DBA):TRANSPORTES JULIAN VILLA

MC/MX #: 575502 **RFC #:** MEVI530901DB3 **Federal Tax ID:** **Application Tracking #:** 7979

Review Type: Safety Audit - Pre-Authority (OP1)

Scope: Entire Operation **Location of Review/Audit:** Company facility in another country **Territory:**

Operation Types	Interstate	Intrastate
Carrier: Non-HM	N/A	
Shipper: N/A	N/A	
Cargo Tank: N/A		

Business: Individual
Gross Revenue: \$630,000.00 **for year ending:** 12/31/2006

Company Physical Address:

CALLE BANAMICHI S/N
 GUAYMAS, SO 85450 MEXICO LOMAS DE MIRAMAR

Contact Name: JULIAN VILLA
Phone numbers: (1) 622-221-1201 (2) 520-940-2831 **Fax** 622-221-1201
E-Mail Address: TRANSPORTESJULIANVILLA@HOTMAIL.COM

Company Mailing Address:

CALLE BANAMICHI S/N
 GUAYMAS, SO 85450 MEXICO LOMAS DE MIRAMAR

Process Agent Address:

513 W VALLE VERDE PLACE #4
 NOGALES, AZ 85621

Contact Name: ALICIA AYALA
Phone numbers: (1) 520-281-4662 (2) **Fax** 520-281-5121
E-Mail Address:

Carrier Classification

Authorized for Hire

Cargo Classification

General Freight Other: MAQUILA PRODUCTS

Does carrier transport placardable quantities of HM? No

Is an HM Permit required? N/A

Driver Information

	Inter	Intra	Average trip leased drivers/month:
< 100 Miles:	0	0	Total Drivers: 2
>= 100 Miles:	2	0	CDL Drivers: 2

Equipment

	Owned	Term Leased	Trip Leased
Truck	9	0	0

Power units used in the U.S.:9

Percentage of time used in the U.S.:20



TRANSPORTES JULIAN VILLA (MARIA ISABEL MENDIVIL VE dba)

Application Tracking #: 7979

RFC #: MEVI530901DB3

Review Date:

10/24/2007

Part A

Questions about this report or the Federal Motor Carrier Safety or Hazardous Materials regulations may be addressed to the Federal Motor Carrier Safety Administration at:

870 W. Shell Road, Suite A
Nogales (Investigations), AZ 85621
Phone: (520)761-4419 Fax: (520)761-3093

This SAFETY AUDIT will be used to assess your safety compliance.

Person(s) Interviewed

Name: MARIA ISABEL MENDIVIL VELARDE

Title: OWNER

Name: JULIAN VILLA PERALTA

Title: GENERAL MANAGER



**Part B - Questions and Answers****Question** General # 1 - Section # 387.7(a) Acute

Does the carrier have the required minimum level of financial responsibility in effect?

Answer

Yes

Comments**Question** General # 2 - Section # 387.7(d) Critical

Does the carrier have required proof of financial responsibility?

Answer

Yes

Comments**Question** General # 3 - Section # 390.15(b)(1)

Can the carrier provide a complete accident register of recordable accidents?

Answer

N/A

Comments**Question** General # 4 - Section # 390.15(b)(2) Critical

Does the carrier have copies of all accident reports required by States or other government entities or insurers?

Answer

N/A

Comments**Question** General # 5 - Section # 390.3(e)

Is the carrier knowledgeable of the FMCSRs/HMRs?

Answer

Yes

Comments**Question** General # 6 - Section # 390.21

Does the carrier know the commercial motor vehicles marking requirements?

Answer

Yes

Comments**Question** Driver # 1 - Section # 391.51(a) Critical

Does the carrier maintain complete driver qualification files?

Answer

Yes

Comments**Question** Driver # 2 - Section # 391.11(b)(4) Acute

Is the carrier using physically qualified drivers?

Answer

Yes

Comments**Question** Driver # 3 - Section # 391.45(a), 391.45(b) Critical

Does available evidence indicate the motor carrier has used a driver without a medical certificate or with an expired medical certificate?

Answer

No

Comments**Question** Driver # 4 - Section # 391.15(a) Acute

Is the carrier using any disqualified drivers?

Answer

No

Comments

**Part B - Questions and Answers****Question** Driver # 5 - Section # 391.51(b)(2) Critical

Does the carrier maintain driving and employment history inquiry data in driver qualification files?

Answer

N/A

Comments**Question** Driver # 6 - Section # 382.115(a) Acute

Has the carrier implemented an alcohol and/or controlled substances testing program?

Answer

Yes

Comments**Question** Driver # 7 - Section # 382.213(b) Acute

Has the carrier used drivers who have used controlled substances?

Answer

No

Comments**Question** Driver # 8 - Section # 382.215 Acute

Has the carrier used a driver who has tested positive for a controlled substance?

Answer

No

Comments**Question** Driver # 9 - Section # 382.201 Acute

Has the carrier used a driver known to have an alcohol concentration of 0.04 or greater?

Answer

No

Comments**Question** Driver # 10 - Section # 382.505(a) Acute

Has the carrier used a driver found to have an alcohol concentration of .02 or greater but less than .04 within 24 hours of being tested?

Answer

No

Comments**Question** Driver # 11 - Section # 382.301(a) Critical

Has the carrier ensured that drivers have undergone testing for controlled substances prior to performing a safety sensitive function?

Answer

Yes

Comments**Question** Driver # 12 - Section # 382.303(a) Critical

Has the carrier conducted post accident testing on drivers for alcohol and/or controlled substances?

Answer

N/A

Comments**Question** Driver # 13 - Section # 382.305 Acute

Has the carrier implemented random testing program?

Answer

Yes

Comments**Question** Driver # 14 - Section # 382.305(b)(1) Critical

Has the carrier conducted random alcohol testing at an annual rate of not less than the applicable annual rate of the average number of driver positions?

Answer

Yes

Comments

**Part B - Questions and Answers****Question** Driver # 15 - Section # 382.305(b)(2) Critical

Has the carrier conducted controlled substance testing at an annual rate of not less than the applicable annual rate of the average number of driver positions?

Answer

Yes

Comments**Question** Driver # 16 - Section # 40.305(a)

Has the carrier conducted the required return-to-duty tests on employees returning to safety-sensitive functions?

Answer

N/A

Comments**Question** Driver # 17 - Section # 40.309(a)

Is the carrier conducting follow-up testing as directed by the Substance Abuse Professional?

Answer

N/A

Comments**Question** Driver # 18 - Section # 382.211 Acute

Has the carrier used a driver who has refused to submit to an alcohol or controlled substances test required under Part 382?

Answer

No

Comments**Question** Driver # 19 - Section # 382.503 Critical

Has the carrier used a Substance Abuse Professional as required by 49 CFR Part 40 Subpart O?

Answer

N/A

Comments**Question** Driver # 20 - Section # 383.23(a) Critical

Has a driver operated a commercial motor vehicle without a current operating license, or a license, which hasn't been properly classed and endorsed?

Answer

No

Comments**Question** Driver # 21 - Section # 383.37(a) Acute

Has the motor carrier allowed it's drivers who's CDLs have been suspended, revoked or canceled by a state, have lost the right to operate a CMV in a State, or have been disqualified from operating a CMV to operate a commercial motor vehicle?

Answer

No

Comments**Question** Driver # 22 - Section # 383.51(a) Acute

Has the motor carrier knowingly allowed, required, permitted, or authorized a driver to drive who is disqualified to drive a commercial motor vehicle?

Answer

No

Comments**Question** Operation #1 - Section # 395.8(a) Critical

Does the carrier require drivers to make a record of duty status?

Answer

Yes

Comments

**Part B - Questions and Answers****Question** Operation #2 - Section # 395.8(i) Critical

Does the carrier require drivers to submit records of duty status within 13 days?

Answer

Yes

Comments**Question** Operation #3 - Section # 395.8(k)(1) Critical

Can the carrier produce records of duty status and supporting documents for selected drivers?

Answer

Yes

Comments**Question** Operation #4 - Section # 395.3(a)(1) Critical

Has the carrier allowed driver(s) to exceed the 11-hour rule? (Property)

Answer

No

Comments**Question** Operation #5 - Section # 395.3(a)(2) Critical

Has the carrier allowed driver(s) to exceed the 14-hour rule? (Property)

Answer

Yes

Comments

On September 18, 2007 driver transported general freight from Guaymas, Sonora, Mexico into the commercial zone in Nogales, Arizona. Carrier was found to be driving in violation of the 14 hours.

Question Operation #6 - Section # 395.3(b)(1) Critical

Has the carrier allowed driver(s) to drive after having been on duty more than 60 hours in 7 consecutive days? (Property)

Answer

N/A

Comments**Question** Operation #7 - Section # 395.3(b)(2) Critical

Has the carrier allowed driver(s) to drive after having been on duty more than 70 hours in 8 consecutive days? (Property)

Answer

No

Comments**Question** Operation #8 - Section # 395.5(a)(1) Critical

Has the carrier allowed driver(s) to exceed the 10 hour rule? (Passenger)

Answer

N/A

Comments**Question** Operation #9 - Section # 395.5(a)(2) Critical

Has the carrier allowed driver(s) to exceed the 15 hour rule? (Passenger)

Answer

N/A

Comments**Question** Operation #10 - Section # 395.5(b)(1) Critical

Has the carrier allowed driver(s) to drive after having been on duty more than 60 hours in 7 consecutive days? (Passenger)

Answer

N/A

Comments**Question** Operation #11 - Section # 395.5(b)(2) Critical

Has the carrier allowed driver(s) to drive after having been on duty more than 70 hours in 8 consecutive days? (Passenger)

Answer

N/A

Comments

**Part B - Questions and Answers****Question** Operation #12 - Section # 395.8(e) Critical

Does available evidence indicate a selected driver has prepared a false record of duty status?

Answer

No

Comments**Question** Operation #13 - Section #

Does the carrier adhere to a disciplinary policy for noncompliance with Part 395?

Answer

Yes

Comments**Question** Operation #14 - Section # 395.1(e)

Does the carrier have a system for recording hours of duty status on 100- mile radius drivers, and are they properly utilizing the 100 air-mile radius exemption?

Answer

N/A

Comments**Question** Operation #15 - Section # 392.2 Critical

Does the motor carrier ensure that drivers operate commercial motor vehicles in accordance with the laws, ordinances, and regulations of the jurisdictions in which they are operating?

Answer

Yes

Comments**Question** Operation #16 - Section # 392.9(a)(1) Critical

Does the carrier ensure that drivers are not permitted to drive a vehicle without the cargo properly distributed and adequately secured?

Answer

Yes

Comments**Question** Operation #17 - Section # 392.4(b) Acute

Have any drivers operated a commercial motor vehicle while under the influence of, or in possession of, narcotic drugs, amphetamines, or any other substances capable of rendering the drivers incapable of safely operating motor vehicles?

Answer

No

Comments**Question** Operation #18 - Section # 392.5(b)(1) Acute

Have any drivers operated a commercial motor vehicle while under the influence of, or in possession of, intoxicating beverages?

Answer

No

Comments**Question** Operation #19 - Section # 392.5(b)(2) Acute

Have any drivers operated a commercial motor vehicle within 4 hours of having consumed intoxicating beverages?

Answer

No

Comments**Question** Maintenance # 1 - Section # 396.3(b) Critical

Can the carrier produce maintenance files for requested vehicle(s)?

Answer

Yes

Comments

**Part B - Questions and Answers****Question** Maintenance # 2 - Section # 396.17(a) Critical

Can the motor carrier produce evidence of periodic (annual) inspections for selected vehicles?

Answer

Yes

Comments**Question** Maintenance # 3 - Section # 396.11(a) Critical

Does the motor carrier require drivers to complete vehicle inspection reports daily?

Answer

Yes

Comments**Question** Maintenance # 4 - Section # 396.11(c) Acute

Does the carrier ensure that out-of-service defects listed by the driver in the driver vehicle inspection reports are corrected before the vehicle is operated again?

Answer

Yes

Comments**Question** Maintenance # 5 - Section # 396.9(c)(2) Acute

Does the carrier ensure vehicles that have been declared "out-of-service" do not operate before repairs have been made?

Answer

Yes

Comments**Question** Maintenance # 6 - Section # 396.19

Is the carrier using qualified inspectors (mechanic) and maintaining evidence of the inspector's qualifications?

Answer

Yes

Comments**Question** Maintenance # 7 - Section # 396.3

Can the carrier explain its systematic, periodic maintenance program?

Answer

Yes

Comments**Question** Other # 1 - Section # 375.211

Does the carrier participate in an Arbitration Program?

Answer

N/A

Comments**Question** Other # 2 - Section # 13702

Does the carrier assess shipper freight charges based upon published tariffs?

Answer

N/A

Comments**Question** Other # 3 - Section # 375.401(c)

Does the carrier provide reasonably accurate estimates of moving charges?

Answer

N/A

Comments**Question** Other # 4 - Section # 375.407(a), 375.703(b)

Has the carrier avoided "hostage freight" or other predatory practices?

Answer

N/A

Comments



TRANSPORTES JULIAN VILLA (MARIA ISABEL MENDIVIL VE dba)

Application Tracking #: 7979

RFC #: MEVI530901DB3

Review Date:

10/24/2007

Part B - Questions and Answers

Question Other # 5 - Section # 387.301(a), 387.301(b)

Does the HHG carrier have sufficient levels of public liability and cargo insurance?

Answer

N/A

Question Other # 6 - Section # 13901

Is the motor carrier authorized to conduct interstate operations in the United States?

Answer

Yes

Note: No Hazardous Materials questions were asked because the carrier does not carry Hazardous Materials in Interstate Commerce.



**Part B Requirements and/or Recommendations**

1. Una copia de nuestro archivo sobre su empresa puede ser obtenido por US\$20.00 en la siguiente página de internet (www.safersys.org) o por teléfono llamando al 1-800-832-5660 o 703-280-4001. Puede, además, solicitarlo por escrito a:

Computing Technologies, Inc
P O Box 3248
Merrifield, VA 22116-3248.

El costo del documento si es ordenado por teléfono o correo es de \$27.50 dólares.

2. Copias de las regulaciones, formas, interpretaciones y manuales están disponibles en varias fuentes. Ud. puede visitar nuestra pagina de internet para obtener una lista actual de proveedores.
www.fmcsa.dot.gov/factsfigs/eta/forms.html
3. Contramedidas de Accidentes es un grupo de estrategias defensivas designadas para reducir accidentes prevenibles. Estas estrategias y formas son necesarias, para aplicarlas pueden ser encontradas en la página de: FMCSA (Administración Federal de Seguridad de Auto transporte).
www.fmcsa.dot.gov/factsfigs/eta/counter.html.
4. Asegure que los registros de asignaciones de trabajo de todos los conductores sean correctos. Verifique estos contra la evidencia existente para verificar su exactitud. Prohiba falsificaciones en las bitacoras de los operadores. Revise las reglas de los documentos de soporte. Tome acciones apropiadas contra los conductores que falsifiquen el plan diario.
5. Copias de los reglamentos, formas, interpretaciones y manuales están disponibles en varias fuentes. Ud. puede visitar nuestra pagina de internet para obtener una lista actual de proveedores.
www.fmcsa.dot.gov/factsfigs/eta/forms.html
6. Si Ud. tiene alguna preguntas referente a este reporte, por favor llame al Federal Motor Carrier Safety Administration (Administración Federal de Seguridad de Auto transporte) con el Sr. Marco Astorga, Supervisor Fronterizo de Investigadores o con el Sr. Jose Rivas, Auditor de Seguridad, llamando al telefono (520) 761-4419.
7. Establezca un sistema para controlar las horas de servicio de operadores de mercancía que no sea pasajeros. No despache conductores que no tengan las horas disponibles para completar viajes asignados legalmente. No permita que los conductores excedan 11, 14 y 60/70 horas límite.
8. Los nuevos y conductores eventuales deben proveer una declaración firmada mostrando el total del tiempo trabajado los ultimos 7 días antes de cualquier viaje. Estas informaciones deben mantenerse en archivo por 6 meses.
9. Asegúrese que el oficial de Revisión Medica utilizado en su programa de examen de droga tenga conocimiento que los resultados y reportes llenen los requisitos del Código 49 de Regulaciones Federales 40.33.
10. Todos los empleados del Departamento de Transporte deben someterse a los siguientes exámenes de drogas: marihuana, cocaína, opios, anfetaminas u fenciclidinas (PCP).
11. Asegurese que todos los conductores sujeto a PRE-empleo, causa razonable, seleccionados al azar, después de un accidente, retorno al trabajo y /o seguimiento de control de sustancias son tomados como es requerido por el reglamento P. 382 de el FMCSR (Reglamento de la Administración Federal para la Seguridad en el Autotransporte).
12. Un documento completo de Asistencia Técnica y Educacional titulado "Guía de el Auto transportista para mejorar la seguridad en la autopista," es disponible gratis en la página FMCSA (Administración Federal para la Seguridad en el Autotransporte) para asistirlo a Ud. con el cumplimiento de los reglamentos de seguridad. La guía contiene muchas



**Part B Requirements and/or Recommendations**

formas y documentos útiles para mejorar la seguridad de sus operaciones, visite nuestra pagina:
www.fmcsa.dot.gov/factsfigs/eta/index.html.

13. La Administración Federal para la Seguridad en el Autotransporte tiene una versión en español en la siguiente página del Internet: www.fmcsa.dot.gov/spanish.
14. Asegure que todos los vehículos sean reparados y sujetos a mantenimiento mecanico periódicamente. Establezca un archivo para cada vehículo, anotando todas las inspecciones y mantenimientos realizados. Considere mantener todos los registros de cada unidad individualmente en su propio folder.
15. Asegúrese que todos los registros de evidencia de viajes (tales como peaje, combustible, reparación y otros recibos de gastos como facturas, cobros registros de despacho, etc.) sean mantenidos en archivo por un periodo minimo de 6 meses.
16. Los recibos de peaje y otros recibos de gastos en el camino, facturas, conocimientos de embarque, despacho de documentos y otros "documentos de apoyo" tienen que ser archivados por un periodo no menor a seis (6) meses. Este requisito también aplica a los documentos generados por el uso del dueño-operador. Puede guardar fotocopias legibles en lugar de las originales.
17. Contrate únicamente laboratorios certificados por el Departamento de Salud Mental y abusos de Substancias para los análisis de muestra de orina. Para una lista de los laboratorios visite nuestra página de internet: www.drugfreeworkplace.gov o llame al (301) 443-6014.
18. Asegurese que todos los conductores esten sujetos a exámenes antidoping de PRE-empleo, sospecha razonable, seleccionados al azar, después de un accidente, retorno al trabajo y/o seguimiento de control de sustancias sujetos al reglamento P. 382 de los FMCSRs (Reglamentos de la Administración Federal para la Seguridad en el Autotransporte).
19. Asegure que los registros de asignaciones de trabajo de todos los conductores sean correctos, verifique estos contra la evidencia existente para verificar su exactitud. Prohiba falsificaciones en las bitacoras de los operadores. Revise las reglas de los documentos de soporte. Tome acciones apropiadas contra los conductores que falsifiquen el plan diario.
20. En caso de resultar positivo en algun examen antidoping/alcohol, asegúrese que el oficial de Revisión Medica utilizado en su programa de examen de droga tenga conocimiento que los resultados y reportes llenen los requisitos del Código 49 de Regulaciones Federales 40.33.
21. Los nuevos y conductores eventuales deben proveer una declaración firmada mostrando el total del tiempo trabajado los ultimos 7 días antes de cualquier viaje. Esta informacion debe mantenerse en archivo por un minimo periodo de 6 meses.



**Part C****Corporate Contact:** MARIA ISABEL MENDIVIL VELARDE**Corporate Contact Title:** OWNER**Special Study Information:****Remarks:**

The motor carrier has been in operation since 2001 and is currently operating within the United States municipalities and commercial zone. A certificate of registration to operate within the United States municipalities and commercial zone was received on 09/06/2006. The motor carrier has not had any expedited action letters and has undergone a safety audit.

If long-haul operating authority is granted, the carrier has plans on continuing operations within the United States municipalities and commercial zones as well. Carrier has no parent company, affiliation, or association with a motor carrier operating in the United States and currently operates 11 CMVs, including 2 in Mexico only. There are also currently nine drivers operating full time for carrier, although only two drivers with valid 'licencias federales' will be focused on crossing into the U.S. after being informed of need to have 'licencias federales' on all drivers. Carrier mentioned their having scheduled appointments for rest of drivers to obtain commercial licenses but it takes at least one month before their appointment is due. Once 'licencias federales' are obtained, additional drivers will be allowed to operate in the U.S..

The Advisement of Obligation to Comply with Statutes and Regulations was discussed with the motor carrier official and a copy of the signed and dated form was provided to the carrier. The motor carrier official(s) present during the discussion of the Advisement was Company Owner Maria Isabel Mendivil Velarde, Julian Villa Peralta, General Manager, and Ana Isabel Villa, in charge of logistics.

The Protested Application Process was discussed and a copy was provided to the motor carrier.

Our initial contact to schedule the PASA with Maria Isabel Mendivil Velarde was on October 1st, 2007. The PASA began at 0900 hours on October 24, 2007. Upon our arrival we were met by Maria Isabel Mendivil Velarde, company owner, and Julian Villa Peralta, General Manager.

PASA safety investigator Rodolfo Baldenegro and I were not accompanied by a SCT representative. After introducing all personnel and explaining the purpose of our visit, the carrier provided a tour of the facility. The carrier directed us to a location for the PASA to be conducted.

I asked the carrier if they had previously been contacted by SCT officials regarding the PASA and he answered yes. Mr. Villa Peralta stated that they were personally contacted to inform of audit but didn't confirm their presence.

Mrs. Maria Isabel Mendivil Velarde was advised of all the requirements that must be met before OP-1 authority is granted as a long-haul carrier.

The carrier was provided a copy of the OCE-46, which was properly signed, dated and executed by the carrier. The Reinstatement of OP-2 Operating Authority form was also signed and dated by the carrier.

We next proceeded to start the verification process (Phase 1 of the PASA) and questioned the carrier regarding each of the five mandatory elements. After we assured each of the five mandatory elements were satisfied, we provided copies of various forms and information on required documents to be used by the carrier and kept on file to assist in compliance with the FMCSR.

The carrier operates 9 straight trucks which it plans on operating in the U.S. if granted OP-1 Authority. It should be noted that upon our level 5 inspection, all CMVs do meet the Federal Motor Vehicle Safety Standards (FMVSS) as required. The carrier was advised vehicles which do not meet FMVSS would not be allowed to travel into the United States.

No changes were or needed to the MCS-150 and/or OP-1 (MX) application, as information on file is current and correct.

The CAPRI process (Phase II of the PASA) Demonstration Program was conducted on October 24th, 2007 at carrier's Place of Business located at Calle Banamichi S/N, Colonia Lomas de Miramar in Guaymas, Sonora, Mexico. Present for the PASA were Mrs. Maria Isabel Mendivil Velarde, owner, Mr. Julian Villa Peralta, General Manager, Ana Isabel Villa, Logistics Manager. Mrs. Mendivil Velarde signed and received a copy of Part A (Page 1 and 2) and Receipt Page of the report.

Part 40/382: Carrier joined J2 Labs as certified testing consortium, 3640 N 1st Avenue, Suite 130 in Tucson, Arizona



**Part C**

(520-690-7385). Ms. Lizette Herrera confirmed their joining and mentioned using MEDTOX, Laboratories in St. Paul, MN as their certified testing lab. Negative resulting pre-employment tests were submitted on both carrier drivers as well as a signed contract outlining drivers' membership in random testing consortium. Signed contract with J2 Labs specifies responsibilities carrier has under different circumstances (positive result on driver, new driver joining carrier, reasonable suspicion, etc.).

Part 383: CDLIS reports were obtained and 'licencias federales' were verified as current.

Review of Part 387: The carrier is currently operating with OP-2 authority and provided proof of insurance along with copy of MCS-90. The current policy #AST06-001054 with a maximum liability exposure of US\$750,000.00 and effective dates 11/09/06 - 11/09/07 was verified and confirmed by contacting NAFTA General Agency, Inc. issued by American Service Insurance Service, Inc. representative Daisy located at contact number 877-544-0945 in Brownsville, Texas.

Review of Part 390: The motor carrier has had zero recordable accidents in the last 12 months and presented an accident register form to fill out in case a recordable accident is suffered. The carrier was made aware of the definition of an accident involving a CMV and the requirements of documents to be maintained on file. The carrier has had zero recordable accidents in Mexico. The motor carrier was notified of the marking requirements in the event they are granted provisional operating authority.

Review of Part 391: The list of drivers provided by the carrier identifies the drivers they are planning to operate in the United States. DQ files for each driver were reviewed and no violations were discovered.

Review of Part 395: The motor carrier produced RODS and supporting documents for both drivers. The supporting documents they maintain are as follows: US Customs manifests, diesel receipts, tolls. A review of 30 day time records on both drivers was completed and evidence was found of violating the 14 hour rule on one of the drivers. The carrier was advised and explained of the importance and responsibility of keeping accurate and legitimate RODS. The carrier was also instructed on the required retention period for such records. The carrier stated he has a verbal disciplinary policy for non-compliance with Part 395. A total of 2 30 day RODS was scanned.

Review of Part 396: The motor carrier was able to produce complete maintenance files on units intended to operate in the United States consisting of maintenance summaries outlining services as well as receipts from local dealership and mechanic shops. Current copies of annual inspections were on file. Driver Vehicle Inspection Reports were also presented as evidence and scanned, although carrier admitted throwing them away soon after any deficiencies are noted and was advised to ensure filing them for a minimum of 90 days. The motor carrier explained its systematic periodic maintenance program. A total of eight (8) level V inspections were performed at the carrier facility as required by the PASA Memorandum guidance on the vehicles available which will be operating in the United States, two of the eight units required upgrade (new tire) in order to issue CVSA decal. A safe and convenient area where the Level 5 inspections to be conducted was available.

Inspection Report Number US1006000333 revealed zero critical item violations for unit number 01, a 2001 Dodge, Mexican License Tag UT21176, VIN#3B6MC36551M574321, with a Gross Vehicle Weight Rating 12,500 lbs and was issued CVSA Decal 07393583.

Inspection Report Number US1006000326 revealed zero critical item violations for unit #031, a 2006 International, MX plate #031DV1, VIN#3HAMMAAR16L361416, GVWR 35,500 lbs and was issued CVSA Decal 07393576.

Inspection Report Number US1006000327 revealed zero critical item violations for unit #12, a 2004 Chevrolet, MX plate #UP96320, VIN#3GBJC34RX4M11183, a GVWR of 11,400 lbs and was issued CVSA Decal 00739577.

Inspection Report Number US1006000328 revealed zero critical item violations for unit #09, a 2004 Ford, MX plate #US49143, VIN#3FDKF36L44MA27677, a GVWR of 11,400 lbs and was issued CVSA Decal 07393578.

Inspection Report Number US1006000329 revealed zero critical item violations for unit #07, a 2003 Ford, MX plate #UT2113, VIN#3FDKF36LX3MB46221, a GVWR of 11,400 lbs and was issued CVSA Decal 07395379.

Inspection Report Number US1006000330 revealed one critical item violation (393.75(c) - Tire tread depth less than 2/32 of an inch on axle #2, outer right side). Carrier was advised to change tire, purchased new one and installed. Unit #18, a 2005 Chevrolet, MX lic plate #UT21177 and VIN#3GBJC34R75M117332, a GVWR of 11,400 lbs and was issued CVSA Decal 07393580.



**TRANSPORTES JULIAN VILLA (MARIA ISABEL MENDIVIL VE dba)**

Application Tracking #: 7979

RFC #: MEVI530901DB3

Review Date:

10/24/2007

Part C

Inspection Report Number US1006000331 revealed zero critical item violations for unit #05, a 2001 Chevrolet, MX plate #UT44261 and VIN#3GBKC34G21M106722 and a GVWR of 14,500. CVDA Decal #07393581 was issued.

Inspection Report Number US1006000332 revealed zero critical item violations for unit 032, a 2006 International, MX plate #032DV1, VIN#3HAMMAAX6L361414, a GVWR of 35,000 lbs and was issued CVSA Decal #07393582.

Maintenance files were verified of repairs made for vehicles that were placed Out Of Service.

The motor carrier had fifteen (15) vehicle inspections listed on company profile and has a 7% out of service ration on mechanical inspections, 6% out of service on drivers for period 10/23/2006 - 10/24/2007. Web sites reviewed for carrier information include MCMIS, QUERY CENTRAL, SAFER, L&I and CDLIS. Throughout the PASA the carrier was courteous, attentive and receptive of recommendations made.

The motor carrier is aware they must be in full compliance to avoid any future violations.

Upon completion of the PASA, I reviewed with Mrs. Maria Isabel Mendivil Velarde the Protest Procedures flowchart "Attachment 5" from the PASA memo. I notified the motor carrier of the possibility of a protest to their application for OP-1 long haul operating authority, and the time limits for responding to a protest. I provided a copy of the Protest Procedures flowchart to Mrs. Maria Isabel Mendivil Velarde, Owner.

Upload Authorized:	Yes	No
Authorized by:		Date:
Uploaded:	Yes	No
Verified by:		Failure Code:
		Date:

